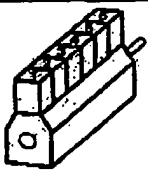
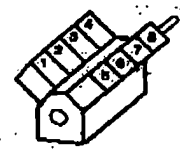



Appendix A

Below, page 305, from the "Bosch Automotive Handbook" 2nd edition, Robert Bosch GmbH, 1986, is shown.

Internal Combustion Engines 305		
<p>Direction of Rotation (DIN 73 021)¹⁾</p> <p>Clockwise (cw) Rotation: as viewed looking at the end of the engine opposite the power output end.</p> <p>Counterclockwise (ccw) Rotation: as viewed looking at the end of the engine opposite the power output end.</p> <p>Numbering the Cylinders (DIN 73 021)¹⁾</p> <p>The cylinders are numbered consecutively 1, 2, 3, etc. in the order in which they would be intersected by an imaginary reference plane which, as viewed looking at the end opposite the power output end, is located horizontally to</p> <p>the left when numbering begins, and which is then moved clockwise about the longitudinal axis of the engine (see figures below). If there is more than one cylinder in a reference plane, the cylinder nearest the observer is assigned the number 1 with subsequent numbers being assigned to the following cylinders. Cylinder 1 is to be identified by the number 1.</p> <p>Firing Order</p> <p>The firing order is the sequence in which the cylinders fire. It is determined by the engine design, equal ignition intervals, easy-to-manufacture crankshaft design, favorable crankshaft loading etc.</p>		
	4 5 6 8	1342 or 1243 12453 153824 or 124853 or 142885 or 145832 16259374 or 19684275 or 14738528 or 13258674
	4 6 8	1324 125643 or 145823 15384728 or 15488372 or 18384527
	4	1432
<p>¹⁾ Applies to motor-vehicle engines only. In the case of internal combustion engines for general and marine use, the reverse direction (as viewed looking at the power output end) is standardized (ISO 1204 and 1205, DIN 8285).</p>		